United Nations ECE/AC.21/2014/3–EUDCE1408105/1.6/4HLM/3

Economic and Social Council

Distr.: General
3 February 2014

Original: English

Economic Commission for Europe

World Health Organization
Regional Office for Europe

High-level Meeting on Transport, Health and Environment

Fourth session
Paris, 14–16 April 2014
Item 5 of the provisional agenda
The Paris Declaration: "City in Motion: People First!"

Draft Paris Declaration: City in Motion – People First!

Summary

Ministers and other high-level representatives gathered at the Fourth High-level Meeting on Transport, Health and Environment in Paris from 14 to 16 April 2014 are expected to adopt a declaration setting out the main strategic priorities for future work in the interlinked areas of transport, health and environment.

The draft Paris Declaration, City in Motion - People First! contained in the present document is based on a version of the declaration agreed at the twenty-second meeting of the Extended Bureau of the Transport, Health and Environment Pan-European Programme (THE PEP) on 30 and 31 January 2014 in Zurich, Switzerland.

I. Preamble

We, the ministers and representatives of member States of the United Nations Economic Commission for Europe (UNECE) and the World Health Organization (WHO) in the WHO European Region, attending the Fourth High-level Meeting on Transport, Health and Environment in Paris from 14 to 16 April 2014,

Emphasizing the conclusions and commitments made at the Fifth Ministerial Conference on Environment and Health in March 2010 and at the United Nations Conference on Sustainable Development (Rio+20) in June 2012, notably with respect to the Sustainable Development Goals, which will converge with the post-2015 development agenda,

GE.14-20557

1420557

Please recycle

Recognizing that transport is essential to the economy as well as to social inclusion, personal interactions and leisure,

Recognizing also that the rapidly increasing and changing transport demand continues to pose a major challenge to environment and health, often due to the lack of coordinated policy and economic instruments,

Endorsing the approach of attaining the highest level of health and well-being for all through action across Governments, all relevant sectors and society, as adopted by States through the European policy for health and well-being (Health 2020), of which the Transport, Health and Environment Pan-European Programme (THE PEP) represents a good example,

Concerned by new scientific evidence showing the extent of the disease burden and premature mortality attributable to air pollution, of which transport is a major contributor. Air pollution, together with lack of physical activity, also due to individual motorized transport, contributes to the global epidemic of non-communicable diseases (NCDs),

Aware of the expected increase in extreme weather events in some regions, as described by the International Panel on Climate Change, and of the need to make transport systems, cities and communities more resilient to climate change,

Also aware of the necessity to respond to the changing transport demand due to demographic change and the needs of persons with reduced mobility,

Recognizing that addressing these challenges requires effective intersectoral policies and improved coordination between transport and relevant urban policies as well as the development and uptake of innovative technologies, intelligent transport systems, clean fuels and vehicles and mobility management schemes,

Understanding that transport planning cannot be addressed only by developing transport infrastructure, but needs to be closely integrated with land use and spatial planning,

Recognizing the significant positive health and environmental impact of active mobility, such as walking and cycling, which constitutes zero-emission and zero-noise mobility, alleviates congestion caused by individual car use and contributes to increased physical activity,

Cognizant of the importance of stimulating innovation and action at the subnational and local levels, through supportive international and national policies, while disseminating good practices and new approaches developed by local authorities and civil society;

II. Taking stock

The Amsterdam Declaration: Making the link - Transport choices for our health, environment and prosperity

1. *Strengthen* our commitment to THE PEP as a unique tripartite platform and model for intersectoral policy coordination, international cooperation and exchange of good practice, assisting Governments and other stakeholders to develop and implement sustainable transport policies with a focus on environment and health effects;

2. *Welcome* the concrete results achieved by THE PEP, in particular through its relay race workshops and partnerships, as highlighted in the new publications:

- Developing National Transport, Health and Environment Action Plans (NTHEAPs),

- From Amsterdam to Paris and Beyond: THE PEP 2009–2014,
- Jobs in Green and Healthy Transport, and
- Signs and Signals for Cyclists and Pedestrians; [1]

3. *Appreciate* the active involvement of policymakers and experts in THE PEP activities, particularly in the capacity-building events hosted and supported by several countries, as well as the assistance provided by members of THE PEP Bureau and by several UNECE and WHO Regional Office for Europe (WHO/Europe) Member States, and the secretariat support provided by UNECE (Transport and Environment Divisions) and WHO/Europe;

III. Defining THE PEP Vision

Green and healthy mobility and transport for sustainable livelihoods for all

4. *Adopt* THE PEP Vision as "Green and healthy mobility and transport for sustainable livelihoods for all";

5. *Agree* to intensify our work within the framework of THE PEP to achieve safe, efficient, accessible, affordable, inclusive, green and healthy mobility and transport;

6. *Strengthen* our commitment to the four priority goals of THE PEP, as set out in the Amsterdam Declaration adopted at the Third High-level Meeting in 2009:

- **Priority Goal 1: to contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport**
- **Priority Goal 2: to manage sustainable mobility and promote a more efficient transport system**
- **Priority Goal 3: to reduce emissions of transport-related greenhouse gases, air pollution and noise**
- **Priority Goal 4: to promote policies and actions conducive to healthy and safe modes of transport;**

7. *Adopt* the following new priority goal:

- **Priority Goal 5: to integrate transport, health and environmental objectives into urban and spatial planning policies**

by developing capacities and frameworks for integrated urban and spatial planning in order to reduce the impact of transport on health, the environment and land use, increase energy efficiency and support green and healthy mobility and transport as well as sustainable livelihoods. In doing so, we will strengthen the adaptation of urban environments as well as mobility and transport systems to demographic and environmental change;

[1 References to the publications, including web links as available, will be inserted here.]

IV. Fulfilling THE PEP Vision

Approaches and mechanisms to enable action

8. *Commit* to further strengthening THE PEP implementation mechanisms as the means by which THE PEP workplan 2014–2020 will be implemented, namely through:

- National Transport, Health and Environment Action Plans (NTHEAPs),
- THE PEP Relay Race *(Staffette)*,
- THE PEP Partnerships;

9. *Undertake* to launch THE PEP Academy linking science, policy and practice, as a new implementation mechanism that capitalizes on the achievements and experiences of THE PEP. The Academy will be a platform to strengthen capacities for integrated transport, health, environment and spatial planning, facilitating the uptake of new knowledge. It will be targeted to key stakeholders, including policy makers, civil servants, practitioners and academics. THE PEP Clearing House will support THE PEP Academy;

10. *Decide* to initiate the development of a pan-European Master Plan for Cycling Promotion, supported by guidelines and tools to assist in the development of cycling promotion policies at the national level. This new initiative will be undertaken within the framework of THE PEP partnerships;

11. *Decide* to register THE PEP with the United Nations Sustainable Development Knowledge Platform to highlight its contributions to the achievement of sustainable development in the context of the follow-up to the Rio+20 Conference;

12. *Welcome* THE PEP study "Signs and Signals for Cyclists and Pedestrians" and *invite* the UNECE Working Party on Road Traffic Safety (WP.1) to consider on this basis possible amendments to the Convention on Road Signs and Signals (Vienna, 1968);

13. *Request* THE PEP secretariat to investigate the scope for the development of comprehensive guidelines for assessing transport, urban and spatial planning policies and projects in terms of their impact on health, building on existing frameworks for health and environmental impact assessment;

14. *Undertake* to provide national support to subnational and local action as well as to the development of new and stronger partnerships with city networks, civil society organizations and the research community;

15. *Promote* public participation in transport, urban and spatial planning policies and processes;

16. *Welcome* the proposal of the European Environment and Health Youth Coalition to become a partner in THE PEP implementation, by mobilizing young people and youth organizations in national and international activities supporting THE PEP;

V. THE PEP institutional framework

Keeping THE PEP on track

17. *Reconfirm* the terms of reference of THE PEP Steering Committee, adopted at the Second High-level Meeting on 5 July 2002;

18. *Agree* to monitor, through the Steering Committee at its annual sessions, progress in the implementation of THE PEP workplan 2014–2020;

19. *Request* UNECE and the WHO/Europe to continue to provide secretariat services to THE PEP and *commit ourselves* to continue supporting them in this endeavour;

20. *Recognize* that the question of a Framework Convention on Transport, Health and Environment has not yet been resolved and *invite* interested Member States to elaborate proposals for consideration at the Fifth High-level Meeting;

21. *Decide* to convene a Fifth High-level Meeting no later than 2020, to review and report on progress achieved in the implementation of THE PEP workplan, to renew or modify THE PEP priority goals and to plan future activities;

VI. Resources

Sharing responsibilities and support for THE PEP

22. *Request* the Steering Committee to develop and adopt THE PEP workplan 2014–2020 for implementation of the Paris Declaration;

23. *Undertake* to allocate the necessary financial and/or in-kind resources through a system of voluntary contributions, to ensure implementation of THE PEP workplan 2014–2020;

24. *Request* THE PEP Steering Committee, in cooperation with THE PEP secretariat, to prepare specific proposals to facilitate the mobilization of resources to support the implementation of THE PEP workplan 2014–2020.